INSTUCTION SHEET

FORM NO. 50-255

HOLLEY MODEL 2300C 2-BARREL CARBURETORS

I. DISASSEMBLY.

Disassemble the carburetor in the order of index numbers on the exploded view illustration on the opposite side of this sheet. It is important that the carburetor be disassembled to the extent indicated unless additional parts replacements are required. When disassembled as shown, access is provided to all parts for cleaning; for the replacement of all gaskets; and parts that may be damaged in addition to those supplied in the kit. The following conditions should be considered during disassembly:

a. Check the coil spring in the thermostat housing (3) for distortion and the housing for cracks.

b. Check the pump discharge nozzle (11) for damage and clogged orifices.

c. Some carburetors are equipped with a dashpot which is not shown in the exploded view. The dashpot bracket is attached to the throttle body (45) with two screws, and, its location is obvious.

II. CLEANING.

Soak parts to soften and remove all foreign material. Use 1) a commercial carburetor cleaning solvent; 2) lacquer thinner; or 3) denatured alcohol. Use a bristle brush to aid cleaning, if necessary. Make certain the throttle body is free of all hard carbon deposits. Blow out passages in castings with compressed air, and rinse parts with clean solvent.

III. REASSEMBLY.

Reassemble the carburetor in reverse order of the index numbers assigned to the exploded view illustration, giving special attention to the following:

a. When installing the pump diaphragm (33), make sure that it is not wrinkled, as difficulty may be experienced when the fuel pump cover assembly (32) is installed. Wrinkling can be avoided by starting the four screws (31), then holding the spring (34) compressed with the lever on the fuel pump cover assembly (32), while tightening the four screws (31).

b. After initial tightening of the four screws (22), retighten them several times in order to insure a seal on the gaskets (23).

c. When installing idle adjusting needles (16), run them down until they seat lightly, then back them out one turn for a trial setting.

d. When installing the power valve (42), it is advisable to tighten it, then back it up and retighten about three times in order to thoroughly settle the gasket (43).

e. After installing the float (28), make certain the spring which is attached to the float is not bound inside the fuel bowl (38). Position the fuel bowl upside down and gage the float as outlined in figure 1.

f. Make certain that the seal (15) is located between the two choke rod seal washers (14), and that the choke operating rod passes through the holes in these washers and seal.

g. When installing the pump discharge nozzle (11), tighten the screw (9), then back it up and retighten two or three times to seal the gasket (10).

h. When installing the air vent valve (21) on the operating lever, which is attached to the fuel bowl assembly (38), make certain that the valve (21) floats freely in the end of the rod.

i. When installing the thermostat housing assembly (3), position marks at index. Make sure all choke linkage is free.

IV. ADJUSTMENTS.

a. Float Adjustment — Type 1. (See figure 1.) With the float hanging of its own weight (fuel bowl upside down) measure distance at "A" with gage supplied. This distance is given on the Adjustment Data Sheet. Bend lip on float lever to adjust.

b. Float Adjustment — Parallel Type 2. (See figure 2.) With float bowl upside down, loosen lock screws and rotate adjusting nut until the bottom of float is parallel to bottom of fuel bowl.

NOTE: FUEL LEVEL TOO HIGH — With engine stopped, loosen lockscrew on top of fuel bowl just enough to allow rotation of nut underneath.

CAUTION: Do not loosen lockscrew or attempt to adjust fuel level with engine running.

Turn adjusting nut 1/2 turn clockwise to lower fuel level below specifications. Tighten lockscrew, then run engine to stabilize fuel level. Check fuel level at sight plug hole. If level is not below specified level, repeat above step. If fuel level is below specified level, turn adjusting nut in increments of 1/6 turn until correct fuel level is obtained. (1/6 turn of adjusting nut will change fuel level at sight plug opening 3/64-inch.) After each adjustment, start engine to stabilize fuel level in bowl before checking the level.

FUEL LEVEL TOO LOW — Proceed as above for "Fuel Level Too High" except that it will not be necessary to initially decrease fuel level below specifications.

c. Pump Adjustment.

(1) TYPE 1. Open throttle valves to wide open position. With pump operating level completely depressed, check clearance between adjusting nut and arm of pump operating level. The clearance should be as specified on Adjustment Data Table.

(2) TYPE 2. Open throttle valves to wide open position. With pump operating level completely depressed, and adjusting screw just touching the lever, tighten screw as specified on Adjustment Data Table.

d. Air Vent Adjustment. (See figure 3.) This adjustment must be made after the carburetor has been adjusted for proper idle. At normal idle, the air vent valve should be held off its seat the distance specified on Adjustment Data Table. Bend end of the pump operating level to correct this clearance.

e. Dashpot Adjustment. This adjustment is made with carburetor set at proper idle speed. Depress dashpot plunger fully and gage the distance end of plunger to throttle lever. (Check specification on Adjustment Data Table for proper dimension.) To adjust, loosen lock nut and rotate dashpot assembly.

f. Fast Idle Adjustment. (See figure 4.) With choke valve closed and fast idle screw on high step of fast idle cam, rotate

(continued page 3)

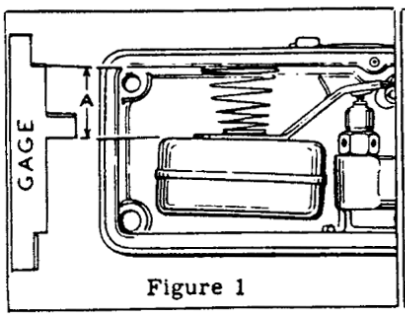


Figure 1

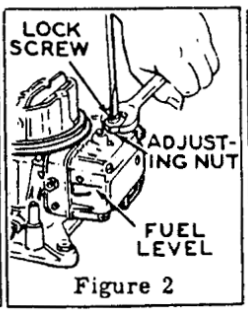


Figure 2

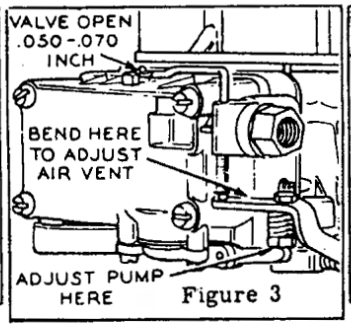


Figure 3

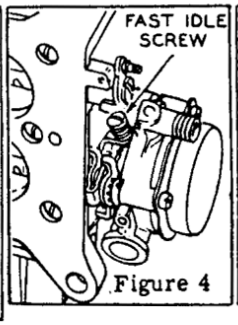


Figure 4

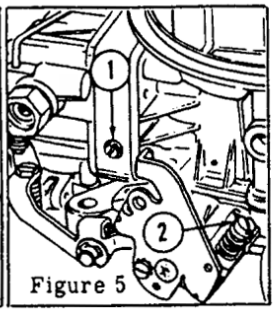
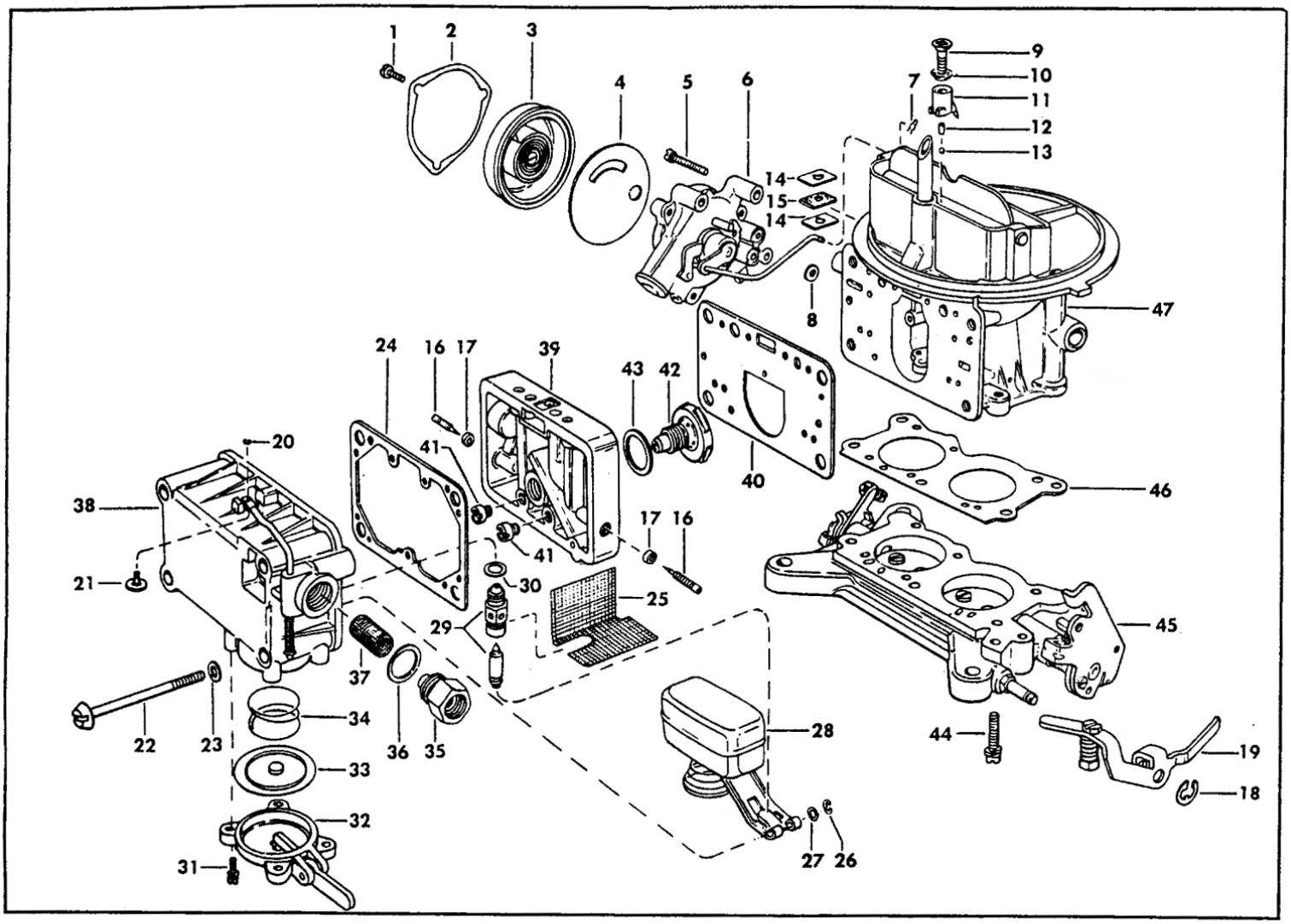


Figure 5

PARTS LIST

HOLLEY MODEL 2300C 2-BARREL CARBURETORS



NOTE: Slight variations exist between different carburetor models, although these units are basically the same. (See reverse side for adjustments.)

REF. NO.	NOMENCLATURE
1	Screw
2	Thermostat housing clamp
3	Thermostat housing assembly
4	Thermostat housing gasket
5	Screw and lock washer assembly
6	Choke housing assembly
7	Cotter pin
8	Choke housing gasket
9	Pump discharge nozzle screw
10	Pump discharge nozzle gasket
11	Pump discharge nozzle assembly
12	Pump check ball weight
13	Pump check ball
14	Choke rod seal washer
15	Choke rod seal
16	Idle adjusting needle
17	Idle needle seal
18	Pump operating lever retainer
19	Pump operating lever
20	Air vent valve retainer
21	Air vent valve
22	Fuel bowl screw
23	Fuel bowl screw gasket
24	Fuel bowl gasket
25	Baffle plate
26	Float retainer
27	Float retainer washer
28	Float assembly
29	Needle and seat assembly
30	Needle seat gasket
31	Screw and lock washer assembly
32	Fuel pump cover assembly
33	Pump diaphragm assembly
34	Diaphragm return spring
35	Fuel inlet fitting
36	Fuel inlet fitting gasket
37	Filter screen assembly
38	Fuel bowl assembly
39	Main metering body assembly
40	Metering body gasket
41	Main metering jet
42	Power valve assembly
43	Power valve gasket
44	Screw and lock washer assembly
45	Throttle body assembly
46	Throttle body gasket
47	Main body assembly

ADJUSTMENT DATA

HOLLEY MODEL 2300-C, 2 BARREL CARBURETORS

screw until throttle valves are cracked to .020 inch between lower edge of throttle valve and carburetor bore.

g. Idle Adjustment. (See figure 5.) With carburetor mounted on engine, and engine at operating temperature, rotate idle adjusting needles (1) to produce a smooth idle; then adjust throttle stop screw (2) to produce an idle speed of between 475 and 500 rpm for standard and overdrive models and between 425 and 450 rpm for automatic transmission models. It may be necessary to alternate the adjustment of these screws until proper idle speed and smoothness is obtained. (The other idle adjusting needle is on opposite side of carburetor at a corresponding location.)

ADJUSTMENT DATA TABLE

NOTE: Some Type 2 Float Adjustments have a gage dimension. Use gage supplied as a preliminary setting and follow with Instruction Sheet procedure.

	Float Adj.		Pump Adj.			Air Vent Clearance	Dashpot Adjustment
	Type	Meas.	Type	Adj.	Cam. Pos.		
1960 Ambassador Rebel	2	parallel	1	.015"	1	.050" to .070"	None
1959 Edsel	2	parallel	1	.015"	1	.050" to .070"	.060" to .090"
1957 Ford Stand. Trans.	1	1 hole	2	1/4 turn	1	.050" to .070"	None
1957 Ford Auto. Trans.	1	1 hole	2	1/4 turn	1	.050" to .070"	.060" to .090"
1958 Ford Stand. Trans.	1	no hole	2	1/4 turn	1	.050" to .070"	None
1958 Ford Auto. Trans.	1	no hole	2	1/4 turn	1	.050" to .070"	.060" to .090"
1959 Ford Stand. Trans.	2	5 hole	2	1/4 turn	1	.060" to .080"	None
1959 Ford Auto. Trans.	2	5 hole	2	1/4 turn	1	.060" to .080"	.060" to .090"
1959 Ford Truck Stand. Trans.	2	parallel	1	.015"	1	None	None
1959 Ford Truck Auto. Trans.	2	parallel	1	.015"	1	None	.060" to .090"
1960 Ford Truck Stand. Trans.	2	parallel	1	.015"	1	None	None
1960 Ford Truck Auto. Trans.	2	parallel	1	.015"	1	None	.045" to .064"
1959-60 Mercury Stand. Trans. 383 Engine	2	parallel	1	.015"	1	.050" to .070"	None
1959-60 Mercury Auto. Trans. 383 Engine	2	parallel	1	.015"	1	.050" to .070"	.050" to .070"
1960 Mercury COME-9510-A 312 Engine	2	parallel	1	.015"	1	.050" to .070"	.060" to .090"

SERVICE TIPS AND CHANGES

1957 ALL 2-BARREL HOLLEY— Hesitation on Acceleration.

Hesitation on acceleration may be due to carburetor external linkage binding. Check the following points.

a. Accelerator pump linkage.

b. Accelerator pump lever on the pin in accelerator pump cover assembly.

c. Bowl vent selector at the position where it enters the bowl casting.

d. Bowl vent linkage.

e. Bowl vent binding on the top of float bowl casting.

f. Dashpot mounting bracket and throttle lever.

1957 ALL 2-BARREL HOLLEY — Sticky Choke Valve Operation.

Check thermostatic choke lever rod for binding on the main body. Bend the choke lever away from main body to provide freedom.

1959 EDSEL, MERCURY (Auto. Trans.) — Improper Return to Idle.

This condition may be due to improperly adjusted throttle linkage. Readjust linkage to correct the condition.